

Sector 4 - Subsector Profile Matrix									
	Central Business District	Lower Woodward	Middle Woodward	Jeffries	Hubbard Richard/Corktown	Upper East Central	Middle East Central	Lower East Central	Near East Riverfront
Subsector Characteristics	<ul style="list-style-type: none">* Downtown area of the City; Bounded by the Fisher, Chrysler, and the Lodge Freeways and the Detroit River, as well as the area south of Jefferson from Orleans to Eighth Street* Area covers 1.35 square miles/860 acres	<ul style="list-style-type: none">* Bounded by the Ford, Chrysler, Fisher and Lodge Freeways* Includes Wayne State University, Cultural Center, Medical Center* Adjacent to the Central Business District and the New Center	<ul style="list-style-type: none">* Bounded by the City of Highland Park, the Chrysler, Ford and the Lodge Freeways* Major features include the New Center, North End, Burlington Webb and the Boston-Edison neighborhoods* Adjacent to the subsector are Wayne State, Medbury Park, Art Center and the Cultural Center	<ul style="list-style-type: none">* Bounded by the Ford, Lodge, Fisher and Jeffries Freeways* Wayne State University's athletic campus is located in the sector	<ul style="list-style-type: none">* Bounded by the West Grand Blvd. Fisher Freeway, the CBD and the Detroit River* Major features include the Ambassador Bridge, Riverside Park	<ul style="list-style-type: none">* U-shaped configuration that wraps around the southern end of Hamtramck* Bounded by Mount Elliot, the Chrysler Freeway, the Ford Freeway, the Grand Trunk Railroad, East Warren and the Detroit/Hamtramck boundary	<ul style="list-style-type: none">* Bounded by the Ford Freeway, Gratiot Avenue, Mount Elliot and a line from the Chrysler Freeway to East Warren to St. Aubin to the Ford Freeway* Active and diversified development area* Major features include the Eastern Market, and the New Brewery Park	<ul style="list-style-type: none">* Bound by Gratiot, Larned, East Grand Blvd, Lafayette, Mt. Elliot and the Chrysler Freeway* Major feature include the Elmwood Cemetery	<ul style="list-style-type: none">* Bounded by Bates, the Belle Isle Bridge, East Jefferson, and the Detroit River
Neighborhood Commercial	<ul style="list-style-type: none">* Retailing areas in the CBD need to be revitalized to provide improved services to downtown employees, residents and visitors	<ul style="list-style-type: none">* Strengthen commercial frontage along Cass Avenue through the encouragement of ground floor commercial uses	<ul style="list-style-type: none">* Neighborhood commercial viewed as a priority to the neighborhoods above New Center* Commercial developments along Woodward should be upgraded and existing community oriented stores should be retained	<ul style="list-style-type: none">* Potential for development along Grand River; currently under-utilized			<ul style="list-style-type: none">* Possible restoration and improvement of the Chene commercial strip and the Chene-Ferry Market* Expansion of the Eastern Market	<ul style="list-style-type: none">* Redevelop commercial frontages along Gratiot and Mt. Elliot* Encourage rehabilitation and maintenance of viable structures, encourage new development* Commercial strips need to be beautified and redeveloped	<ul style="list-style-type: none">* Commercial use ideal for riverfront
Housing	<ul style="list-style-type: none">* Encourage major increases in the residential base of the CBD* Possible conversion of existing buildings and construction of new residential buildings* Encourage a variety of housing types and resident mix; condominiums, town homes, co-operatives, lofts, low/mid/high rises	<ul style="list-style-type: none">* Concentration of low-cost housing and shelters* Recognize housing needs of the less affluent, senior citizens, and students* Vacant and under-utilized land should be considered a resource for housing needs	<ul style="list-style-type: none">* Greater part of housing stock in the subsector are in good condition* Compatible infill could be used for vacant land* Senior citizen housing, high density housing and mixed uses should be developed on or near Woodward Avenue* Concentration of group homes in the area	<ul style="list-style-type: none">* Large amounts of residential land are vacant; whole blocks of housing have been abandoned and demolished* Frontage along Grand River under-utilized; potential for high density residential development		<ul style="list-style-type: none">* Consider removing remaining residences where feasible and consolidate land into industrial parcels	<ul style="list-style-type: none">* Potential areas for strong residential neighborhoods - Forest Park, St. Aubin	<ul style="list-style-type: none">* Maintain older housing in the subsector through public improvements and programs	<ul style="list-style-type: none">* Ensure a variety of housing types are developed within the subsector* Possible transition from under-utilized warehouses to a residential development area
Job Centers	<ul style="list-style-type: none">* Most dense concentration of office space* Headquarters for various banking and financial institutions, newspapers and General Motors* Need to capitalize and expand on strong convention and tourist sectors; increase in number of hotel rooms	<ul style="list-style-type: none">* Promotion of research facilities for growth technologies in the Technology District	<ul style="list-style-type: none">* New Center area will continue to be developed to become a major job center for the region* North Industrial area along Oakland is being developed with new industry* Central City Renaissance Zone	<ul style="list-style-type: none">* Older industrial buildings can be recycled for growth industrial with a large employment base* Job-retraining and career oriented education should be emphasized		<ul style="list-style-type: none">* Envisioned as an industrial district centered around the automotive industry and existing, expanded and relocated industries of a diversified nature	<ul style="list-style-type: none">* Expansion of employment opportunities through new light industry		<ul style="list-style-type: none">* Possible redevelopment of vacant warehouses into office development
Transportation	<ul style="list-style-type: none">* Improved circulation with the Downtown People Mover, extensive Detroit Department of Transportation and SMART bus routes and extensive freeway access* Need to improve pedestrian pathways, taking advantage of the compactness of the CBD	<ul style="list-style-type: none">* Extensive freeway access* Need for road improvements throughout the subsector	<ul style="list-style-type: none">* Extensive freeway access	<ul style="list-style-type: none">* Extensive freeway access		<ul style="list-style-type: none">* Freeway access along west side and through the subsector* Problem with truck traffic through adjacent residential areas* Need to improve traffic circulation and road conditions			<ul style="list-style-type: none">* Possible continuous pedestrian/bicycle path along the riverfront edge* Public marina should be developed
Youth Development							<ul style="list-style-type: none">* Improvement of existing recreational facilities		<ul style="list-style-type: none">* Pedestrian/recreation facilities should be encouraged
Source:	The City of Detroit Master Plan of Policies (April 1990)								

Note: This matrix is intended for use as an easy reference. It generalizes selected policies described in the City of Detroit Master Plan.